

WASHINGTON, D. C., SUNDAY MORNING, FEBRUARY 17, 1907.*

Train Was of the First Type to Have Electric Engine---Stories of Survivors.

Sommerville, Stanchfield's assistant, said he did not know anything about it at all. R. E. Slater, superintendent of the elec-



"Old Manhattan Isle" was the tune to

Presidential Nominations.

The President yesterday sent to the Senate the following nominations:

To be surveyor of customs for the port of Patchogue, N. Y., Sydney O. Weeks, and a number of postmasters, including the following in Virginia: J. W. Davis, Rural Retreat; R. W. Garnett, Farmville; T. H. Smith, Manchester; W. H. Parker, Onan-

he yesterday aired some of his views concerning his measure and Mr. Littauer's criticism of it.

Mr. Davis Talks.

"I did not know that Mr. Littauer was the mentor of Congress," said Mr. Davis, "but from his utterances on the subject of what he was pleased to term my 'rank' bill, I can see that Mr. Littauer is indeed the mentor of Congress, in his own esti-

was warmly congratulated by a number of his colleagues at the Capitol yesterday, as a result of the passage of his amendment to the smoke law, extending the provisions of that act to railroad locomotion in the District of Columbia. Mr. Sims framed the amendment, pushed it hard in committee and in the House, and, his colleagues think, is entitled to the credit for this piece of legislation.

we shall use every effort to defeat him. We then went on to answer a number of unimportant questions about the conduct of the defense.

Stormy Session of Counsel.

At 4 o'clock all the lawyers met in Mr. Delmas' office, and he was asked how it was that he had granted the interview in question. According to the statements given out afterward, he strenuously denied that he had said anything to which his

that he had said anything to which his colleagues could possibly take exception. Then Mr. Hartridge produced proof that he could not deny. The meeting was exceedingly stormy and lasted for nearly three hours.